

The National Falcon News

The Monthly Magazine of The Falcon Club of America

September 2015



1960 Falcon
Benjamin Haspel
Rananna, Israel

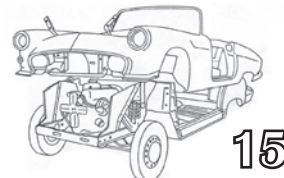
The National Falcon News

September 2015

COVER: BENJAMIN HASPEL'S 1960 FALCON

Not often do we get a Falcon and a world landmark in the same photo. But this month's cover photo comes from Israel. Benni Haspel (FCA #12876) took this shot of his "Little Red" near the walls of old Jerusalem. The Old City's monumental defensive walls and city gates were built in the late 16th century by the Ottomans.

In addition to our cover photo, Benni sent us an article about his recent experience at the FCA National Convention in Warwick, Rhode Island. You can read his story on pages 12 and 13.



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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. Email address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay



Falcons, Friends, Family, and Fun!

Having been recently re-elected as your President for my fourth consecutive year, I want to first thank our club membership for supporting me and the other current FCA elected officers. The leadership team and I will continue to refine our respective roles as we serve the FCA. We hope to have your continued support as we work toward achieving our club's important goals.

Please join me in thanking and congratulating our new FCA officers—FCA Board member Dick Harrington from the Mason-Dixon Chapter; FCA Interim Board member Jim Guthrie from the Mid-

America Chapter; and FCA Pacific Regional Director Monte Brachmann from the Columbia River Chapter. In addition, I'd also like to express our thanks to Rick Bowes for serving five years on the FCA Board of Directors, Dale Daugherty for his three years on the FCA Board of Directors, and Al Aiello who recently completed his term as our Pacific Regional Director. A job well-done to each of you!

I believe in Falcons, friends, family, and fun. I believe in taking kids to car shows. If any of you run across a young person with a Falcon, help them with their Falcon projects whenever and however possible. I believe it will ultimately be in our club's and chapters' best interest. When we share our knowledge, assist others on projects, or give them a good deal on parts... all of these work toward getting and keeping them involved with our wonderful Falcons we love so dearly.

Recent technology changes have allowed us to modernize our club's presence in the online world. We have already established our new Facebook webpage and continue to try to improve it and attract new interest and new members as well. This will link us to other existing Falcon-friendly webpages too. We welcome your suggestions in order to continually improve the FCA website and Facebook webpage for the entire membership. Please feel free to pass your recommendations to any FCA officer and we'll ensure they get back to the appropriate team member.

I would also like to mention that whenever FCA nationals and regionals are held, our public image is enhanced as well as our club's reputation. Please remember our actions often reflect upon our club at these major events. So, we must be ever conscious of how our actions could be interpreted. Enough said.

Our 2017 FCA National event location/venue is still being decided. I hope to be able to have a finalized event announcement for you all soon.

I trust that all members will continue to support our local chapters who in turn will be working hard to host the fall regionals in September and October. Fall regionals have always been my personal favorite and I hope to attend at least one in those coming months. I hope to see you all out there enjoying those Falcons!

—Cliff McKay (FCA #7987)
Peck, Kansas

CALENDAR OF EVENTS

SEPTEMBER 11–12, 2015 MASON DIXON REGIONAL EDGEWOOD, MARYLAND

Hosted by Mason Dixon Chapter FCA. Ramada Inn Conference Center in Edgewood, Maryland. Use form in this issue to register.

OCTOBER 2–3, 2015 TENNESSEE VALLEY REGIONAL TOWNSEND, TENNESSEE

Hosted by Tennessee Valley Falcons Chapter FCA. For more information, visit tnfalcons.com/2015regionalinfo.htm for more details and registration. Use form in this issue to register.

OCTOBER 4–11, 2015 19TH ANNUAL CRUISIN' THE COAST

Mississippi Gulf Coast
Contact information for the FCA, mistysigler@yahoo.com.

If you are hosting a Falcon event, please send your event information to fca.editor@yahoo.com.

Save The Date

**JULY 8–10, 2016
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COVER PHOTOS and ARTICLES NEEDED!

Does your Falcon deserve to be featured on the cover of *The National Falcon News*? Send us a high resolution digital photos (300 dpi at 10 x 8 inches) and your car's story.

Do you have an article you think might interest other *TNFN* readers?

Send your photos and articles via email to fca.editor@yahoo.com, [dropbox.com/request/chupNTHE9yHTHR0SGVj](https://www.dropbox.com/request/chupNTHE9yHTHR0SGVj) or by mail on CD or DVD.

Fans of the Ford Falcon From Across U.S. Rally in Warwick

By Peter C.T. Elsworth
Journal Staff Writer

providencejournal.com
Posted Jul. 18, 2015 at 12:01 AM

More than 175 Ford Falcons from the 1960s rallied around the Crowne Plaza hotel last weekend for the 36th annual National Convention of the Falcon Club of America.

A cursory look through the parked cars revealed license plates from as far away as California, Canada, Florida and Texas. "We're expecting a couple from Ireland and a guy from Israel," said Rick Bowes, president of the Northeast Chapter of the Falcon Club and a member of the national board, who co-organized the convention with his wife, Christine.

The car, which Ford introduced in 1960, was a modest-sized car designed to compete with the smaller imports then making inroads into the American market, which was dominated by home-grown behemoths.

The Falcon eventually gave way to the iconic Ford Mustang, which was built on the same platform and introduced in 1964. While the first generation Falcons (1960–63) were stylistically plain, the second generation (1964–65) were more squared off and stylish.

As falconclub.com puts it: "Originally envisioned as a compact economy car, Falcons evolved through four distinct body style phases. Of these, model years 1963–1965 are considered to be the most collectible. In the first five years of its existence, the Falcon marquee transitioned from bare bones econo-boxes to an array of small cars offering sporty convertibles, as well as exciting V-8 powered cars."

But the Mustang grabbed the spotlight—and still does—and the Falcon line was discontinued in 1970. At the same time, the Falcon has its fans.



There were lots of Falcon parts for sale.
The Providence Journal/Steve Szydlowski



From July 9 to 11, 2015, Warwick, Rhode Island hosted the Falcon Club of America 36th annual National Convention
The Providence Journal/Steve Szydlowski

"The Falcon is an alternative to the Mustang," said Bowes. "It has a sporty look and was economic and cheap." But he added that the Falcon convertible was discontinued after the Mustang came out. "It became a family car," he said.

Bowes said he got his first Falcon when he was 15. He traded in his motorcycle (partly at his parents' insistence), and he drove the Falcon over the dirt roads of Coventry.

"It was trashed by the time I turned 16," he said.

In 1971 he helped Christine, then his high school sweetheart, buy a new Falcon sedan and she had it for a number of years. "But life goes on," he said, noting they got married and had three children.

But in 1985, he got the bug and bought a 1963 Falcon Sprint convertible, restored it and still has it. Later he bought a 1963 Falcon Ranchero coupe utility. He then joined the Falcon club and 10 years ago drove out to San Ramon, California for a national convention. "We were on the road for a month, 8,500 miles," he said, noting a memorable drive through the Mojave Desert in 114 degrees.



1963 Falcon Sprint convertibles, are lined up at the show.
The Providence Journal/Steve Szydlowski

At last weekend's convention, Wayne Rollins, of Greenback, Tennessee, was there with his modified 1964 Falcon convertible.

"It's a Johnny Cash car," he said, referring to the country singer's 1976 hit "One Piece at a Time," in which he sings about assembling a car from mismatched parts stolen from an assembly plant. Rollins said the unoriginal parts of his Falcon include the engine from a 1999 Ford Explorer, the transmission from a 1991 Ford Thunderbird, the instrument cluster from a 1966 Mustang and the front seats from a Honda Civic.

A couple of Canadians, Al Inglis of Toronto, with his Rangoon Red 1963 Falcon Sprint convertible, and Lloyd Marshment of Sarnia, Ontario, with his Highland Green 1964 Falcon Futura sedan, were sitting by their cars, which they had driven down. Inglis said he bought his car new and drag raced it for a number of years.

"It's midsize and peppy," said Inglis of the Falcon. "But when the Mustang came out they did not want them anymore."

Jerry McIntyre of Greensboro, North Carolina, had also driven to the convention with his wife, Jane, in his unrestored red 1963 Falcon Sprint convertible. He said he bought it sight unseen from a friend's father about four years ago after hearing about it while tuna fishing. Apart from replacing tubes and liquids, he's only invested in a new top.

"I'm a Ford man," he said, noting his first car was a 1956 Mercury Montclair, which cost \$314.56. "It was my first love."

McIntyre also showed off his "hillbilly air conditioning," which consisted of pumping air through a large cooler on the back seat filled with ice. He was exceedingly pleased with it, but Jane seemed less impressed.

Ted Johnston, of Scituate, was selling Falcon parts—including sun visors, light lenses and door handles—that he said came from his garage. He said he's owned 30 or 40 Falcons over the years. "I've just sold my last," he said. "It's a decent little car, easy to work on and keep running."

Jim Boyer, of Kansas City, Missouri, was washing down his dramatic Viper Red 1966 Ranchero with a striking burgundy/eggplant grille, bumpers and trim. He said he had driven it to the show after acquiring it just over two years ago. He's rebuilt the engine and steering system and replaced the wheels and tires, and added air conditioning.

The retired police officer said he had bought the car to join in the Cruisin' the Coast festival, where collector car owners spend a week cruising the Mississippi coast. This year marks its 19th year and the schedule runs from October 4–11, according to cruisinthecoast.com.

Boyer said once he and his wife started attending events, they "fell in love with Falcon people."

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Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a member's name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. No phone calls or faxes. If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication (July 20 for September issue). The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

WHERE IS MY AD?

Please resubmit your classified ad each month you would like it to run. Deadline for Classified Advertising is the 20th of the month two months before publication date (August 20 for October issue). Please email your ad if possible and use correct spelling, grammar and punctuation. In your For Sale ads, don't forget to include the price.

FALCONS FOR SALE



1961 Falcon four door Deluxe Station Wagon. 170 six cylinder, three speed manual, original tube type radio, heater, luggage rack, white wall tires, full wheel covers, two-tone paint with blue vinyl interior. The engine, transmission, brakes, and suspension have all been rebuilt as needed. This car has no rust, was made in San Jose, California, and has spent its life in the local bay area. It is an excellent driver quality car. More photos can be e-mailed upon request. Asking \$8,800. Mike Matthews, 408-778-1971 or mdmattranch@gmail.com. CA.

1962 Falcon "Country Squire-like" woody beach cruiser wagon, beige with new tan interior. Redone six cylinder three speed column. New clutch, brakes, floors, paint, tires, exhaust, weatherstripping, Retrosound speakers and tons more. A really nice turn-key car ready for your local car show. \$4,800. For pics, Mark 850-585-9583. FL.

1963 Falcon Ranchero, white with red interior, 250 Chevrolet engine and three speed transmission. Original 260 V8, some rust, needs restoration, new brakes, \$1,400. Terry, 208-463-4579 or tjb2260@gmail.com. ID.



1963 Ford Falcon Futura convertible, 170 six cylinder automatic, 109,900 original miles. White with red interior, black top. Top works like new. Slight rust on right rear fender; needs some interior work. Lots of extra parts. Family owned and still driving. Asking \$5,500. 908-419-8948, wjespo@verizon.net. NJ.



1964 Falcon Sprint, 302 motor, four speed, new interior, bench seat. I have buckets, and new tires. It has not been started this year, passed Colorado emissions test and needs a new home to finish project. I got old and lost desire to finish. Asking \$5,000. Contact hddude47@comcast.net. CO.

1965 Ranchero Project for Sale, C-Code, automatic. All the hard disassembly and cleaning work has been done. Media blasted and undercoated. It is all ready to go and

ready to be put back together, your way. All parts except bench seat and windshield. Extensive disassembly photos. I'm losing my workspace. \$5,000 Alan, 208-473-0343. ID.

1965 Falcon Sedan Delivery, \$4,000. 1965 Falcon Futura HT, \$1,200. 1965 Falcon Futura HT, \$600. 1968 Falcon two door sedan, \$500. 1965 Falcon two door hardtop, \$700. 1960 Comet two door V8, \$800. 1976 Ranchero GT, \$7,500. Call 636-228-4501 or email dbranson@mail.win.org. MO.

1964 Ranchero, S Style body 66B, 260 CID V8, three speed manual. Daily driver, runs great, needs restoration. Needs a new home. I can't give it the TLC it deserves. \$2,500. Rich Cline, 518-434-2332 or my64ranch@aol.com. NY.

1964 Falcon Sprint convertible. Totally rust free California Black Plate car. Rebuilt 260 with less than 500 miles. Automatic, power steering, power top. Added air conditioning, dual exhaust and four barrel. Autolite carb. Has been repainted once. Interior is presentable. Everything works except radio. Pictures upon request. Asking \$20,000. Contact Matt, 609-420-3066 or mhanniganjr@gmail.com. FL.



1965 Falcon Sedan Delivery—rare vehicle. Completely restored, show ready with many awards over the past two years. 289 CI with C4 automatic transmission, both rebuilt and run strong. New tires and wheels, paint, interior and lake side exhaust. Car originally from California, brought to Michigan in 2004, stored in garage.

Car is driven to car shows and cruises on a regular basis. \$25,000 invested, will sacrifice for \$17,000, would like to see this vehicle continue to bring pleasure to Falcon lover. Time for a change and new challenge. Contact Ed, 989-289-2547 or eddebrns@gmail.com. MI.



1965 Ford Ranchero Vintage NASCAR Road Race Truck. 2005 Cosworth 358 NASCAR 700 hp engine, six speed transmission. Cosworth dry sump oil system. Nine inch rear end with 4:11 gears. Wilwood brakes. Race gauges. Box cover roll cage. Built by professional shop. Marty Bourassa, 406-728-0324, martyb@amerion.com. Missoula, MT.

1965 Falcon Futura, Wimbledon White with red interior. One owner, excellent two door sedan with 200 CID, C4 transmission. Rebuilt engine with approximately 2,500 miles. Replaced radiator, carburetor, ignition coil, front springs, new gas tank, trunk mat, flooring, carpeting, new upholstery front bench seating—fabric/vinyl, \$9,000. Bill Smith 614 491-1868 or sonata02@copper.net. OH.

1965 C code automatic Ranchero project car, ready to be put back together. It has been media blasted, it's really straight and there are only a couple of small places where body work needs to be done. I cleaned everything as I took it off and the undersides been cleaned from front to back and undercoated. I have all the original parts except the seat and the windshield. Asking \$6,500. Contact Alan Smith, 208 473-0343 or asmithtoyou@gmail.com. ID.

—Continued on page 10

Final Journey

Donald Edward Branson (FCA #1370)



Don was born April 15, 1938 at Salvation Army Hospital, St. Louis, Missouri to Sophia May Husong and Ivory Edward Branson. He departed this life May 25, 2015 in Washington, Missouri. When Don was about two, Sophia married August Czeschin. After August's death when Don was six years old, his mother married Charlie Czeschin. Although not adopted, he used the last name Czeschin.

Don's spent his early education years through eighth grade at Neese Elementary School No. 37, a one-room school. He graduated from Owensville High School in 1956.

At age 16 he worked for the MFA in Owensville and at 17 Deb Shoe Factory. As a teenager he worked at the Western Auto Store in Owensville for Sid Almlie, who was his mentor. On March 6, 1957 Don went to work at McDonnell Douglas in St. Louis. He advanced to a Grade One Electrician. He worked on the Mercury Space Craft, Gemini Space Craft, Harpoon Missiles, and the Short Run Shop where he worked on the test stand for the Tomahawk Cruise Missile Guidance System. He also worked on the battery pack for satellites. He worked on the Pod for the space shuttle and the pod for the sky lab. Don worked on several aircraft including the F101 Voodoo, F4 Phantom, FA18, and the F15. Don met all seven of the original astronauts. He worked for awhile at the Houston, Texas Space Center and also at Cape Canaveral in Florida. He retired in 1997 prior to the company merging with Boeing.

In 1958 Donald married Dora Haddox. They had three children—Diana, David, and Dennis Czeschin. Don was preceded in death by his father, mother, and daughter. Don has eight grandchildren and two great grandchildren. Don petitioned the court to change his name from Czeschin to his father's name, Branson after which he was able to get a birth certificate. Interestingly, you do not need a birth certificate to work, but you need one to retire. He later retired from McDonnell Douglas. On April 12, 1986, he married Janice Wagner.

Don enjoyed car shows and bracket racing and talking to people about Ford Falcon cars. He bought his first Falcon car in 1979 and he drove it to work and began a collection of Falcons that would span 35 more years. In 1982 he joined the Falcon Club of America (FCA #1370). Bob Lemen, a UPS driver, told him about the Falcon Club introducing him to a family of friends that would be his the remainder of his life. Don looked



forward to going to the national and regional shows. Even in his last days he wanted to preregister for the 2015 Rhode Island National.

Don loved talking to people about their cars and about his own. He found pleasure in being able to help someone get the parts they needed to fix their car. He shipped parts all over the United States and sent parts to Canada, Australia, Japan, and Mexico. At swap meets he could be seen with a little wagon and sign that read "I Buy and Sell Falcon Parts." Later as it was becoming more difficult for him to keep his balance and walk the lot, he found a motorized Schwinn scooter at an FCA swap meet so he could get around the lot to see the cars. He was also seen taking it up the elevators to the motel room. The last year of his life he was able to stay connected to his friends with his iphone and ipad and a wifi connection to the internet.

Don began drag racing after taking his family to God's Thunder Valley Raceway in Sullivan, Missouri in early 1979 or 1980. At Mid America Raceway in Wentzville, he was first place in season points for over 12 consecutive years in his bracket. He also raced at Gateway Raceway in St. Louis, Pevely, the Old St. Louis International Raceway and Bristol, Tennessee. He has over 200 trophies in his garage.

Don was a Master Mason, a life member of Elks Lodge 1559, and a member of Femme Osage United Church of Christ in Augusta, Missouri.

He so enjoyed talking about Falcons! He was trying to sell his collection of Falcons and parts prior to his death. He sold some but there still are several cars and a huge collection of parts. Details and contact information can be found in the Classifieds on page 7.



Clockwise from top left: The Bransons are in line to enter the Indianapolis Speedway. At home in Missouri, Don liked to line his Falcons up in the front yard. Often, he could be seen riding his scooter; here he's at the Delaware Nationals. He loved to take his grandsons, nieces, and nephews to FCA events around the nation.



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Classified Advertising

—Continued from page 7

PARTS FOR SALE

Red bench seats for a 1963 convertible. In good condition with slight tear in the seam on the front seat. \$550 plus shipping. Pictures available at dgunn1212@gmail.com or call Dick Gunn, 832-799-0510. TX.

1962–65 Falcon parts including 1962 instrument panel with restored gauges, \$175. 1964–65 heater box with good blower and heater core, \$110. 1961 grille in fair shape, \$20. 1964 two door hardtop hinges, set of four, \$25. Sun visors for 1964 hardtop, painted black, \$10. Other small parts. Steve 562-595-1876 or SteveWT324@aol.com in Long Beach, CA.

302 Mexican block, cast # D1ZM-6015-AA, 40 over, \$750; small block AFR aluminum heads CNC ported part #1420, 185 cc, \$1,450. 1995 351W heads, cast # E7TE, dates 5B15 and 5B17, \$150. 1995 302 heads: cast #E7TE, dates 4K22 7 4L12, \$150. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

All NOS Ford parts for sale. C502-13341-B turn signal switch, fits 1965 Falcon, 1965–66 Mustang with alternator, 1965 Fairlane, 1966–70 Bronco, \$65. C302-13341-B switch fits 1962–64 Fairlane, except V8 with four speed. 1963–64 Falcon, 1965 Mustang with generator, \$100. Auto-lite rear shocks, C4D2-18125-A marked on boxes. Two pairs, fit Falcon or Mustang. 1963 Falcon Sprint air cleaner, decent chrome, \$250. Mustang 6000 rpm Rally Pak tach only, not tested, \$100. John Simone, 413-527-8502. MA.

NOS 1960 grille, \$195; 1961 grille, \$295; 1961 headlight doors, two lefts, \$95 ea; 1960 deluxe wheelcovers, 13" set of four, \$195; 1962–3 Deluxe Squire wheelcovers, 13" set of four, \$195. Good used 1962–3 Deluxe Squire wheelcovers, \$40–100 per set based on condition. 1962–63 Squire wood-grained gas caps, in the box, \$295. New hardtop bucket seat upholstery, tan, front and rear seats, \$300 per set. Nice used Sprint tachs, four, tested and working, \$495–\$995 each. Good 1960 grille with a scratch, \$95;

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two 1961 grilles, \$150 and \$225; 1963 headlight doors, \$50-\$95 pair; 1962 grille in good shape, \$395, nice headlight doors, with shelf wear, \$95 each. Re-chromed interior windshield trim for hardtops and convertibles: three-piece set, \$250-\$450 exchange. Good used hardtop windshield trim, driver quality, \$175; 1964-5 six cylinder power steering system, stored outside and will need work; VERY RARE, \$495 as is. 1965 V8 power steering, all steering components plus the four turn box, no pump/pulleys/brackets, \$495; 1966-67 power steering system, includes steering box with straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$495 as is; it may fit 1968-70 as well. Two narrow pattern toploader four speeds; one for a 1964½ Mustang; it can work in a Falcon but needs the Falcon tailshaft housing. This transmission is rebuilt, \$995. Two narrow pattern toploaders with both Mustang/Falcon patterns, chipped second gear, but turns freely, with factory shifter, \$495. Single chrome Ranchero trim set, \$595, no gas cap. 1960-65 trunk locks, good used with serviced locks and new keys, \$95-\$195. Station wagon tailgate cranks, with serviced locks and new keys for 1966-70, \$250. 1964-65 Futura

door badges, repainted plus good chrome, \$20 a pair. 13" & 14" wire spinner hubcaps, all grades, restored, good used, and driver quality, levels one through four, \$150-\$550 per set based on condition. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

1960-1965 Protect-O-Top fiberglass tonneau cover for 1960-1965 Ranchero. Protect-O-Top has been out of business for years but this cover was made from the original molds and will fit your Ranchero perfectly. It is brand new and recently made. Comes complete with all mounting hardware and keyed lock and can be painted to your choice of color or left gloss white. Cover is in the San Francisco bay area so price will depend on shipping. Contact Roy at 925-366-7555 or mercuryfree@earthlink.net. CA.

Two Ford alternators 60 amps each, complete with a regulator for each. Asking \$45 OBO for each set plus shipping. Lloyd Marshment, 519-542-3684, or grhead@hotmail.com. ONT.

1967 289 short block, standard bore, \$500. 1969 351W heads, three angle valve job, new valves and springs, \$500. All have been stored indoors, not piles of rust. Mid-1970s 351W long block, low miles, \$350. Stan, 918-381-7826. OK.

I have several 1960-63 Ford Falcon body parts for sale. NOS 1962-63 LH fender, \$500; used 1962-63 RH fender, \$100; used 1960-63 lower front valances, \$10 each. 1960-63 lower rear quarter patch panel RH, \$70; 1960-63 small lower quarter rear patch panel RH, \$35; 1960-61 front fender patch panels, \$20 pair. Used 1962-63 hood, \$60; used 1962-63 trunk, \$30. Contact Erik at 920-450-2777 or erik1463@yahoo.com. WI.

For Sale: Large 35 year collection of good used parts for 1960-69; hoods, \$75-\$110; doors, \$50-\$75; and chrome moldings, \$5-\$25. Many body and chassis parts, too numerous to mention. Some parts for 1963-65 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons, new, \$650 for race cars, held on with pins. Several project cars for sale including 1964-65 hardtops and convertibles, 1965 sedan delivery, and 1964 Ranchero. Entire collection, \$50,000. Bring at least two trailer trucks. JL Branson, 636-228-4501 or dbranson@mail.win.org. MO.

—Continued on page 14

1964-73 MUSTANG	<p>Online Ordering Now Available!</p> <p>melvinsclassicfordparts.com</p>  <p>1521 Dogwood Drive Conyers, Georgia Phone: 770-761-6800 Fax: 770-761-5777</p>
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Falcons In The Promised Land

I was born in 1948, the year Israel got its independence—three years after the Holocaust. My parents had managed to run away from Nazi Austria to the Holy Land.

Cars were quite rare in the 1950s, especially American cars, apart from Kaiser Frazers which were produced here in Israel.

I was 12 years old when I saw the first advertisements of a new rounded American car—the Falcon—and I fell in love at once, a love which has not changed.

When I saw the first real brand new Falcon running at the coastal highway near Tel Aviv, I nearly fainted. It was red and much more beautiful than those in the newspapers. At the age of 12, I decided that my dream car would be a 1960 red Falcon. It took some 45 years until I fulfilled the dream and found a 1960 pink Falcon. Not red? Yes red! The real color was and is written on the license card. The car was in bad shape, just a bit better than junk status.

Typical to Israel in the 1960s you had to improvise much. When I found the car, all the “Big Three” were represented; this included a Mustang gear, front axle, and

several other unoriginal parts. It took some eight years to restore it with lots of trial and error, many voyages to the big stores in the USA. Even some parts from Argentina made their pilgrimage to the Holy Land.

The car itself was born in January 1960, came to Israel two months later; therefore, it has a very early and rare five digit license plate.

Not typical to most dreams that came true, my love for the Falcon has not diminished. The car is near me all the

time and she is the queen of my collection, which includes a 1966 Mustang and two British Leyland classic busses and my newest addition—a 1963 Falcon Squire.

We live in Rananna, Israel, a city in the heart of the southern Sharon Plain of the Central District of Israel. I have two married daughters. The younger one lives a few miles from Nazareth in the Galilee and the older one lives in Boston, Massachusetts. We enjoy visiting them often.

The little red Falcon and I have traveled from the outskirts of Nazareth to the Negev Desert and Beersheba, the town of Abraham. From Jaffa, the ancient port of

Jonas, to Jerusalem, we together have seen most of the Holy Land. She cruises almost daily on the Via Maris—the most important road of the Biblical times which is now a modern highway.



Benni and his Little Red have seen most of Israel together.



*Benni's
1960 Falcon
proudly
displays an
Israeli flag.*

Becoming a member of the Falcon Club of America and Facebook's Ford Falcon Owners Group has given me a sense of belonging. I enjoy being a part of these groups and following their events and happenings.

When I heard about the FCA meeting in Warwick, Rhode Island, I planned my trip so that I could make the National Convention and also visit my oldest daughter in Boston. My spouse then informed me that there would be a local wedding in our family on Thursday night prior to the convention; I was quite frustrated, but still determined to get to Warwick. My travel agent told me if I changed my direct flight from Tel Aviv to Boston and travel via Canada, I could make it!

Some hours after the wedding I found myself making the 20 hour voyage to Boston. After kissing my daughter and a few hours of rest, she took me along with my son-in-law and my grandson to Warwick. I was exhausted until the moment I saw all the many, many Falcons. Just imagine having never seen more than five or six Falcons together in one place. I felt like I had come to—not from—the Promised Land. As written in the Psalm 126 of the Bible, "We were like those who dream. Then our mouth was filled with laughter and our tongue with joyful shouting." Going to the FCA Convention was an experience of a lifetime and I hope to someday be with you all again.

—Benjamin "Benni" Haspel (FCA #12876)
Rananna, Israel



This 1963 Squire is quite rare with its four on the floor.



Little Red at the Galilee Mountains near Nazareth.

Classified Advertising

—Continued from page 11

1964–65 Falcon front driver's side fender. It has been repainted and has very little body putty and trim for wheel. This fender is in good condition, \$150 OBO. Rick Birr, 801-864-2195 or rbirr@slb.com. UT.

1960–63 Falcon Ranchero quarter panels. Rust free and dent free from Arizona. These are the entire quarter panels including the inner wheel wells and bed walls. I will email pictures on request. \$1,400 OBO. Call Nick at 920-475-8589 or email the60scarbuff@gmail.com. WI.

CAR WANTED

FALCON WANTED—1964 Falcon Futura or Sprint hardtop wanted for a project for an FCA member. Contact Jamie Davis, 310-430-6889 or jamie@rossandleonard.com. CA.

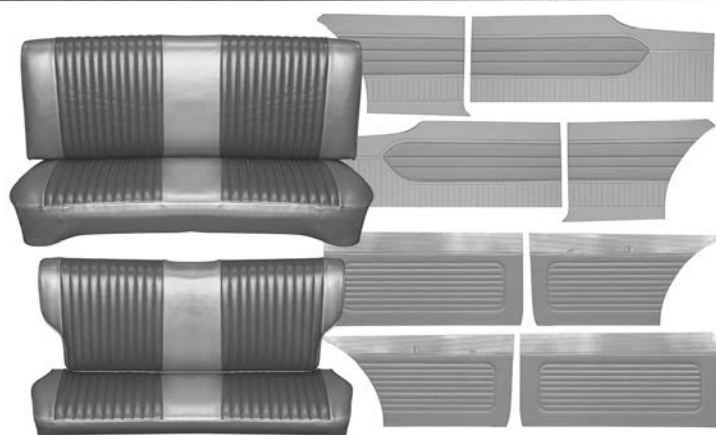
PARTS WANTED

All parts needed to install power steering on my 1963 Falcon Ranchero 260 V8. Jim Guibord, 313-274-5054 or jamest7281@comcast.net. MI.

Carburetors for FE engines: part numbers on air horn, C8AF-AD, C8OF-AB and C8OF-AA. FE distributors part numbers on housing, C8AF-AD, C70F-G, C8OF-D, C8OF-F, and C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416, 314-480-2556 or kslitteken@aol.com. MO.

Wanted: 1962–63 fender emblems: I have four NOS right side, need to buy, sell, or trade for left side in NOS condition. Call or email Lenny Kellogg at Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964. CO.

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MISCELLANEOUS FOR SALE

1965 Falcon Owner's Manual date stamped May 22, 1965, Ford Motor Co. Form No 7759.65. Excellent condition all 76 pages and cover, \$35. Very, very rare Falcon Rallye Sprint Total Performance...from Ford Owner's Manual. "Optional Competitive Event Components" lists over 100 part numbers for engine and chassis. Both Girling and Keley Hayes brakes, 27 gallon gas tank, 14 quart radiator, 289 engine specs showing 12:1 comparison specs and more—11 pages in mint condition, \$150. Gary, 706-864-2720. GA.

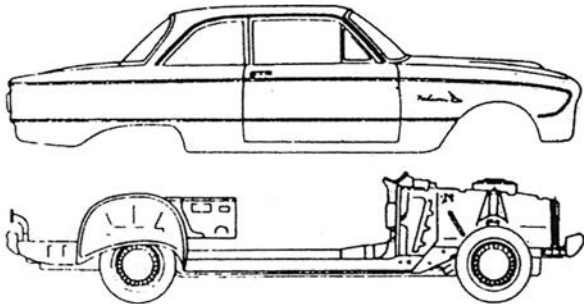
Shop Manuals by Ford: 1960–63, \$34.95 each; 1964–68, \$49.95 each; 1969–70, \$59.95 each; 1963 Owners Manual, \$14.95. Part Interchange Manual: 1960–65 or 1963–70, \$39.95 each. Falcon 140 page Road Test book 1960–70, \$19.95. Hardcover Falcon History book, \$39.95. Alex Voss, 206-721-3077 or Alex@books4cars.com. WA.

FORD'S ATTEMPTED RESURRECTION OF THE "EARLY BIRDS"

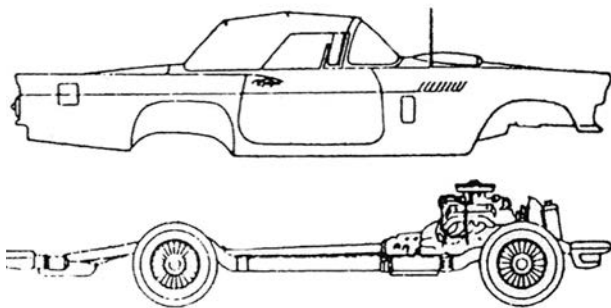
Reprinted from Thunderbird Illustrated, October–November 1981

The two-passenger Thunderbirds of 1955–57 were almost reprised in 1963—but fate intervened at the last minute.

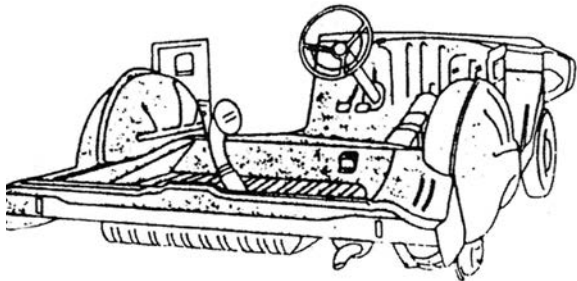
Detroit, like Hollywood, frequently thinks lightning strikes twice in the same place, and there is a constant effort on the part of factory heads and stylists to re-create past (and present) successes in sheet metal. A current example of this kind of thinking is the Ford Granada, which openly claims its "inspiration" from the Mercedes-Benz line of automobiles.



BASIC CAR—The Budd engineers started with the then-current Falcon chassis, which had a longer wheelbase than the original Thunderbird.



EARLY BIRD—A 1957 Thunderbird was found and the body removed so that it would be re-assembled on the Falcon chassis.



BASIC CHASSIS—With the body removed, the basic Falcon chassis look like this. Shaded areas were retained, others cut away by Budd.

But in 1963, Ford wasn't looking to Germany for its styling and marketing inspiration. The factory executives were looking backwards at their highly successful and popular two-passenger Thunderbird. The mid-sized Falcon was already a sales hit, and there had been moderate attempts to give it a "sporty" look with the Future luxury options and styling—but something more was needed than a mere adornment of fancy body parts and a different name.

Dynamic and market sensitive, Ford president Lee Iacocca wanted a new automobile to capture a large chunk of the small car market—a car that could not only increase sales, but one that would help boost the over-all Ford image—something "classic." Something, someone suggested, like the two-passenger Thunderbird? Iacocca nodded.

A reprise of the little Thunderbird idea hit a responsive chord with the Ford president, and calling in Tom Case, one of the original "birdmen," Iacocca asked about availability of the original dies of the 1955–57 Thunderbirds at the Budd Company where they had been stamped out. If the dies still existed, Iacocca wanted to know what it would take to put them into production again with a revised styling treatment—if the project would be economically feasible.

There were high hopes at both the Budd Company and at the Ford management level that the new car would become a reality—especially with "birdmen" at Ford who would now be able to help in the resurrection of the original concept in a new form.

Case went directly to the Budd Company with the questions, and shortly had an answer. It was discovered that the dies still existed—and would not be hard to modify. This was the best-sounding news of all. Excited by the prospect of being able to use the dies again, Budd launched a program of possible body options in which they would be able to cooperate in the resurrection of the little cars.

It was decided that the basic Falcon chassis would be used for the new Thunderbird, creating a longer wheelbase, allowing for more passenger compartment space. The object was to add a small seat behind the original passenger seat of the 1955–57 cars, for packages and possible small children.

Taking a Falcon chassis and a used 1957 Thunderbird body; Budd engineers set to work creating a complete car that could be viewed by Ford officials in sheet metal.

With the old Thunderbird body matched to a Falcon frame, the sheet metal changes completed, and a new top fitted, plus the additional small rear seat, it was easy to get excited about the prospect of the second car—and

Continued on page 18

Reader Tip: Fuel Spillage Fix

I was reading through the July issue of the Falcon News when I came across the article by Larry Schierman entitled *Fixing My 1964 Falcon Fuel Filler Problem*. I used to have the same problem when gassing up my 1962 Falcon wagon. Finally I hit upon a simple and zero-cost solution.

After removing the gas cap, I take two of the paper towels provided for customers to use to clean their windshields and fold them up into a 1½" wide "rope" (Photo #1). If the gas station doesn't have any paper towels, I use some of my own. I wrap this around the fuel nozzle (Photo #2), and then insert the nozzle firmly into the car's filler neck (Photo #3). The paper towels make a fuel-tight seal.

I then proceed to put gas into the tank at a moderate rate—about one gallon every ten seconds. This rate usually gives the fuel nozzle time to shut off automatically without a lot of fuel surging back into the paper towels, but if a little does back up, the towels stop it from squirting out. At a rate of a gallon every ten seconds, it only takes about two minutes to fill a nearly empty tank. That doesn't seem too unreasonable.

Since adopting this procedure, I have had no problems with spilled fuel on the side of my wagon. I hope this helps some other Falcon owners who have been having problems with fuel spillage.

— Bob Balsie (FCA #6950)
Endicott, New York

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VENDOR SPOTLIGHT

Best in Show Steering Wheel Restoration

The 2015 Falcon Nations in Warwick, Rhode Island had a terrific number of raffle items donated. The generosity of various vendors resulted in a record number of raffle tickets being sold.

One of the most popular items, based upon tickets deposited in the can, was a reproduction Sprint steering wheel donated by Best In Show, a classic steering wheel sales and restoration company. They specialize in restoring your old cracked and worn steering wheel to better than new condition. The steering wheel that was donated was a new reproduction steering wheel that was colored to simulate the original 1963–64 Falcon Sprint and 1964–65 Comet Cyclone wood grain steering wheels. The steering wheel is not an exact match to an original Sprint steering wheel, but it would have looked very nice on one of my Sprints.

Their website describes their expertise in detail. "We are steering wheel surgeons, we bring old, cracked and weathered wheels back to life using only the best products available. Our restorations include proper cleaning and bead blasting of your entire wheel, repair of all cracks and imperfections by either plastic welding or filling with our durable two component epoxy and polyester fillers, three coats of primer surfacer to fill sand scratches, new beautiful hand-painted woodgrain application, new dye of your wheel's original color—or color of your choice—new stainless steel band, and three coats of quality two-part

clear coat over the entire wheel for the best finish and protection possible. For the last step we color-sand and buff the wheel to a mirror-like finish. We don't believe in shortcuts!"

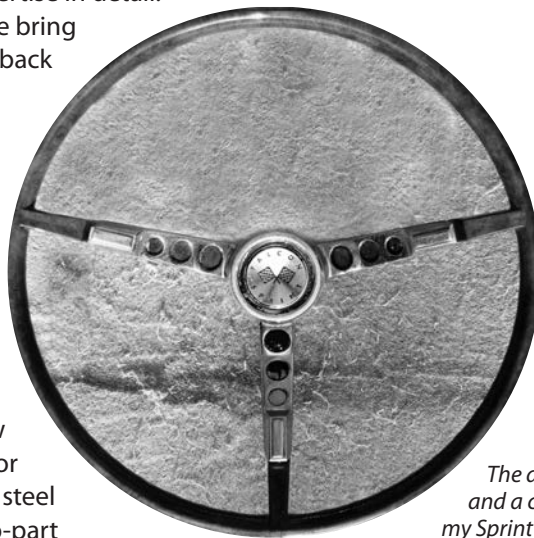
The Northeast Chapter, the host chapter for the 2015 Falcon Nationals, appreciates the support of Best In Show. Contact information for Best In Show:

Website: bestinshowsteeringwheels.com

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Ventura, California 93003
805-824-5002
Monday through Friday
9:00 to 5:00 Pacific Time

—Dick Harrington (FCA #12563)
Delhi, New York



The donated steering wheel with a Sprint horn ring and a close up of the donated steering wheel on top of my Sprint steering wheel.

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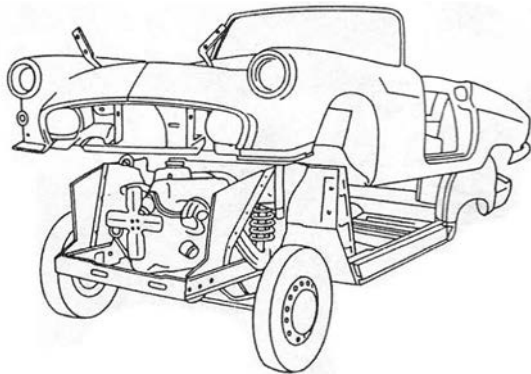
FORD'S ATTEMPTED RESURRECTION OF THE "EARLY BIRDS"

—Continued from page 15

many of the executives at the Ford Motor Company confidently predicted a selling bonanza if the car were put into production.

With everything ready, the new/old Thunderbird was taken to the Ford executive offices along with a proposal that stated, in facts and figures, the cost and advantages of the new car revival. Everything was now up to Lee Iacocca.

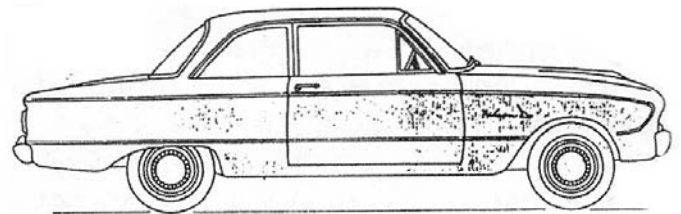
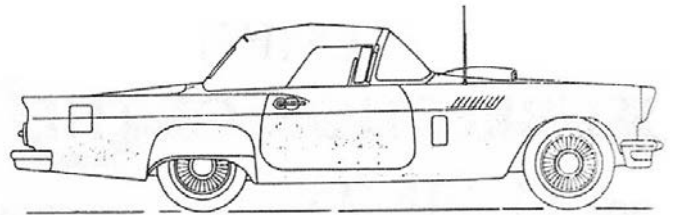
It was estimated the complete XT-BIRD body could be built for \$350–\$400 and the Falcon chassis was already in production—so no special initial costs, other than a few minor modifications, would be needed. The new car could be put into production quicker and cheaper than other new models—a definite advantage. When it came, the decision was a shock to many people and Iacocca is reported to have agonized over it himself for a considerable amount of time before telling Budd Company officials, "No." Even though it was a disappointment, in the long run, Iacocca's decision proved to be a good one for the Ford Motor Company.



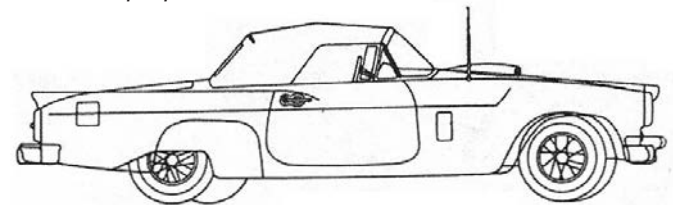
BODY INSTALLATION—The "new" Thunderbird body is installed on the prepared Falcon frame as shown here.

He gave the green light for another new car, (this time it was to be an all new auto concept) the Mustang, which has become an American tradition—just as the "early bird" Thunderbird has become since its introduction more than 20 years ago. Put in dealers' showrooms in 1964, the new Mustang was an instant hit, and has remained close to the hearts of the American public ever since. But one wonders what might have happened if the XT-BIRD had been given a chance to try its wings.

—Submitted by Bruce Wolf (FCA #949)
Grantville, Pennsylvania



COMPARATIVE DRAWINGS—The external differences between the 1957 body and the 1963 version are shown in this drawing of the body outlines, which have been overlaid for illustration purposes.



When completed, the XT-BIRD was an attractive car with a small rear seat and "rounded" fender profile.

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September 6—The radio show Fibber McGee & Molly was broadcast for the last time.

September 11—Lee Harvey Oswald was discharged from the United States Marines.

September 21—The Ford Falcon was introduced. It went on sale that October 8 and by October 9, dealers had snapped up every one of the 97,000 cars in the first production run.

On the same day, the first Plymouth Valiant came off of the assembly line at the Chrysler plant in Hamtramck, Michigan.

September 26—Moviegoers headed to the cinema to see Hitchcock's newest movie, *North by Northwest*.

September 27—The Los Angeles Dodgers and the Milwaukee Braves finished tied for first place in the National League.

Vince Lombardi made his NFL coaching debut, guiding the Green Bay Packers to a 9–6 upset of the Chicago Bears.

September 28—The Quick Draw McGraw Show was first broadcast, as a cartoon syndicated by Hanna-Barbera, and introduced several well-known characters, along with the "guitar smash" sound effect.

Bobby Darin's "Mack the Knife" was climbing Billboard's music chart.

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The Cars of James Bond: Ford Falcon Ranchero

JET AGE MOTORING, [Auto Universum.wordpress.com](http://Auto.Universum.wordpress.com)

By James Kraus

Until World War II, American pickup trucks were simply passenger cars with a rear load bay and drop-down tailgate. Following the war, manufacturers phased in purpose-built pickups that were far more truck-like, lacking any pretension to passenger car civility. The final Ford passenger car-based pickup was the 1947 model.

While a majority of buyers embraced this new direction, there remained a segment of consumers who missed the classic car-truck hybrid. Ford answered this yearning with the Ford Ranchero of 1957. Based on the rakish styling of the new longer, lower and wider '57 Ford, the suave new pickup caused quite a splash. Ford described the Ranchero as having the ability to handle half a ton of cargo or an evening out with equal grace.

Chevrolet responded for 1959 with the similar El Camino. Ford was not standing still however and for 1960 moved the Ranchero to the just-introduced Falcon platform.

The new model featured unitized construction and a new Falcon inline-six in 144 (2.4) or 170 cubic inch (2.8 litre) displacements. For 1964, the Falcon and Ranchero received new exterior styling and by this time were available with two larger engines including a 260 cubic inch (4.2 litre) Ford Challenger V8.

A 1964 Ranchero was employed as a work truck at Goldfinger's Aurik Stud Farm in Kentucky. It was finished in Dynasty Green metallic with a Palomino vinyl interior and was equipped with white-sidewall tires. Lack of V8 badging indicates it was powered by a 170 cubic inch (2.8 litre) or 200 cubic inch (3.3 litre) inline six.

The script called for the Ranchero to transport the remains of a compacted Lincoln Continental containing \$1 Million in gold bullion along with the corpse of the late Mr. Solo from the scrapyards back to Goldfinger's compound. Unfortunately, the maximum payload of the 1964 Ranchero was only 800 lbs (363 kg).

On the other hand, a 1964 Continental weighed in at 5,200 lbs (2,359 kg), and the gold (at 1964 pricing) would have added an additional 1954 lbs (886 kg) for a total of 7,154 lbs (3,245 kg), nearly nine times the load capacity of the Ranchero.

In reality, the engine and transmission were removed off-camera (in accordance with normal pre-crash protocol) and there was a complete absence of gold

bullion in the trunk; real or otherwise, which resulted in an actual weight of about 4,300 lbs (1,950 kg), still more than five times the recommended Ranchero payload.

Art director Ken Adam was on location outside Miami watching the crushing scene and suggested to director Guy Hamilton that the load might be a bit excessive.

Following a brief discussion it was decided to use a

reduced-size crushed cube for the scene of the ex-Lincoln being extracted from the crusher and dropped into the Ranchero.

When the load was lowered into the bed, the vehicle still dipped noticeably at the rear, yet the footage of the Ranchero cruising back to the farm shows it at normal ride height. It appears that for this journey, a

prop cube was used as it is not only apparently lighter in weight, it is visibly less tall than the cube seen in the bed when Oddjob departed the salvage yard.

When we see the Ranchero returning to Aurik Stud Farms with its precious cargo, it appears as heavily-laden as it was at the scrap yard. This scene was shot at Pinewood Studios using a locally-crushed payload and a different Ranchero, this one lacking the optional white-sidewall tyres.

A more appropriate Ford to have actually undertaken the mission of transporting a crushed Lincoln Continental bearing 72 LBMA Good Delivery-specification gold bullion bars would have been an F-500 or C-550. Neither of course would have done the job with as much flair as the svelte and stylish Ranchero.

The Falcon-based Ranchero was produced through the 1965 model year, after which it migrated to a larger platform and lost the Falcon nomenclature.

Little more than 100,000 Falcon Rancheros were built during a six-year production run, and the remaining survivors are popular with collectors. In fact, one can think of the 1964 and 1965 Rancheros as Mustang Pickups. They shared the same chassis, and the Ranchero was available with the early Mustang's most popular drivetrains: the dual-throat-carburettor 260/289 (4.2/4.7) V8 fitted to the T-10 four-speed gearbox or three-speed Cruise-O-Matic transmission.





Oddjob returns from the scrapyard with precious cargo.



There goes the crushed Continental.



Oddjob completes his mission. "Please excuse me, Mr. Bond, but I must arrange to have my gold separated from the late Mr. Solo..."



The loaded Ranchero arrives back at the farm.



A Ford C-550 arrives on the scene.

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FCA Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun. monthly
Pig Stand, 1508 Bdwy.
San Antonio, TX
210-626-2050

Arizona Chapter Phoenix, AZ

2nd Sat. except June,
July, Aug. at Berge Ford
460 E. Auto Center Dr.
Mesa, AZ
480-888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. Mar., June,
Sept., Dec. 4:00 PM
Mark's Feed Store
10316 Dixie Hwy.
Valley Station, KY
502-290-8716

Blue Ridge Chapter South Carolina

3rd Sun. monthly
Greer, SC
864-879-1060

Capital City Chapter Austin, TX

3rd Sat. monthly
4:00 PM
512-670-0544

Carolinas Chapter Charlotte, NC

1st Mon. 7:00 PM
Holiday Inn Express
2491 Wonder Dr.
Exit 60: I-85
Kannapolis, NC
704-736-1920

Central California Falcons Bakersfield, CA

1st Tue. 7:00 PM
Rosemary's Creamery
F St.
661-587-5839

Columbia River Chapter Vancouver, WA

1st Thurs. monthly
7:30 PM, Mar.-Nov.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd.
Vancouver, WA
360-225-7403

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat. monthly
501-605-1370

Gateway Chapter St. Louis, MO

4th Sun. monthly
636-677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat. odd months
408-293-5848

Greater Ozarks Chapter Springfield, MO

2nd Sun. even months
Panera Bread
N. Kansas Expressway
Springfield MO. 2:00 PM
417-761-2677

Hoosier Chapter Indiana

1st Sun. monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
317-418-8301

Lone Star Chapter Mt. Pleasant, TX

3rd Sun. monthly
903-572-9593

Metro Detroit Chapter Detroit, MI

1st Sun. bi-monthly
Holiday Inn Southgate
17201 Northline Road
Southgate, MI
313-382-2993

Mid America Chapter Kansas City

1st Fri. monthly
816-537-9330

Mile Hi Chapter Denver, CO

3rd Fri. monthly
303-857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
615-452-0321

Northeast Chapter New England

3rd Sat. monthly
northeastchapter.com
401-823-1059

Northland Chapter Minneapolis, MN

2nd Sun. odd months
952-334-1653
northland-falcons.com

Raptor Chapter Princeton, IL

1st Sunday of each quarter
815-200-6348

Rainier Chapter Seattle, WA

Bi-monthly Jan.-Nov.
University Burgermaster
3040 NE 45th St. 7:00 PM
rainierfalcons.com
206-290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM
Round Table Pizza
1566 Howe Ave
Sacramento, CA
209-957-0974

So-Cal Falcons Pasadena, CA

2nd Sat. bi-monthly
805-583-4403

Sooner Falcons Oklahoma City

3rd Sat. monthly
405-820-4808

Sonoma County Santa Rosa, CA

1st Thurs. monthly
707-539-2860

Southeast Chapter Georgia

1st Sun. monthly
770-887-6268

Space City Chapter Houston, TX

2nd Sat. monthly, 6:00 PM
Prince's Drive-In
I-45 & Fuqua
713-703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
540-254-1515

Third Coast Chapter Houston, TX

3rd Sat. even months,
5:30 PM
Valley Ranch BBQ
22548 SH 249
at Spring Cypress
281-467-4607

Virginia Falcons Richmond, VA

2nd Sun. of March, June,
September and December
757-646-3222

Wheat State Chapter Wichita, KS

2nd Sat. even months
316-838-7487

Wild West Falcons Chapter Western Colorado

Meetings quarterly
Call Ted for details.
970-314-2498

This one-owner 1964 Falcon Sprint convertible was found in a storage facility in Los Angeles four years ago and I made the purchase. It had been owned by a lady who had it stored for 35 years. The car is original, never painted, never any sign of rust and never altered from new. It still had the original spark plugs wires from new and showed 72,000 miles.

The 260 V8 still runs fine, with its original single exhaust, automatic, bucket seats and console. Power top operates nicely but needs replacing. It came with power steering, radio, heater, lovely padded dash and perfect wire wheel covers. The interior will need to be replaced in time, but for now it will be polished up and driven.

—Russell Haynes
(FCA#15255)
Melbourne, Australia



California Gold



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